

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) An elevator assembly comprising
an elevator door mounted for movement relative to a car frame;
a sill supported by said car frame wherein said sill moves from a retracted position
to an extended position when said elevator door is initially aligned with a landing door; and
a locking mechanism for selectively locking said sill to ~~said~~ a landing structure
near the landing door, wherein the elevator door is prevented from moving from a closed position
unless the sill is locked to the landing structure.
2. (Previously Presented) The assembly of claim 1, wherein said sill extends
outwardly from underneath said elevator door along a generally linear path to engage a landing
structure.
3. (Cancelled)
4. (Previously Presented) The assembly of claim 1, wherein said locking mechanism
comprises an actuator, an arm having a hook portion, and a pin mounted to said landing structure
wherein said actuator actuates said hook portion to selectively engage said pin to secure said sill
to said landing structure.

5. (Currently Amended) An elevator assembly comprising:
- an elevator door mounted for movement relative to a car frame;
 - a sill supported by said car frame wherein said sill moves from a retracted position to an extended position when said elevator door is initially aligned with a landing door;
 - a locking mechanism for selectively locking said sill to ~~said~~ a landing structure near the landing door, wherein said locking mechanism comprises an actuator, an arm having a hook portion, and a pin mounted to said landing structure wherein said actuator actuates said hook portion to selectively engage said pin to secure said sill to said landing structure; and
 - a door moving mechanism having a lock position where said elevator door and landing door are prevented from opening and a release position where said elevator door and landing door are allowed to move from a closed position to an open position wherein said door moving mechanism does not switch to said release position until said hook portion securely engages said pin.
6. (Previously Presented) The assembly of claim 4, wherein said actuator comprises an electric motor.
7. (Previously Presented) The assembly of claim 1, including an actuator and locking mechanism having an electromagnet mounted for movement with a shaft driven by a solenoid for selectively engaging a magnet target mounted to a hoistway wall to lock said car frame in position relative to said landing structure once said elevator door is aligned with said landing door.
8. (Currently Amended) The assembly of claim 1 including a track supporting said elevator door for movement between open and closed positions, said track including a first track portion and a second track portion that is non-parallel to said first track portion; and
- a seal positioned between said elevator door and said car frame wherein said elevator door applies a compressive sealing force against said seal as said elevator door moves from said first track portion to said second track portion.

9. (Previously Presented) The assembly of claim 8, wherein said sill moves at a first extension speed and said elevator door extends outwardly away from said car frame at a second speed slower than said first speed to release compression on said seal.

10. (Previously Presented) The assembly of claim 1, wherein said sill comprises a generally flat plate presenting a continuous unbroken surface that extends from the car frame to a landing structure.

11. (Previously Presented) The assembly of claim 1, wherein said sill extends outwardly from underneath a car floor and is movable along a linear path toward a landing structure and along a rotational path to automatically adjust for misalignment between said car floor and said landing structure.

12. (Previously Presented) The assembly of claim 1, wherein said sill is pivotally mounted to a car floor and pivots away from said elevator door to engage the landing structure.

13. (Previously Presented) The assembly of claim 1, including an actuator and locking mechanism having at least one solenoid with an extendable shaft and a locking element mounted for movement with said shaft wherein said solenoid inserts said locking element through an opening in a hoistway wall with said locking element subsequently moving from an unlocked position to a locked position to prevent relative movement between said car frame and said hoistway wall.

14. (Previously Presented) A method for opening an elevator door assembly comprising the steps of:

- aligning an elevator door with a landing door;
- extending a sill from underneath the elevator door to engage a landing structure;
- locking the sill to the landing structure; and
- opening the elevator and landing doors subsequent to the locking.

15. Cancelled.

16. (Previously Presented) A method for opening an elevator door assembly comprising the steps of:

- aligning an elevator door with a landing door;
- extending a sill from underneath the elevator door to engage a landing structure;
- locking the sill to the landing structure; and
- releasing a door moving mechanism only after the sill is securely locked to the landing structure.

17. (Previously Presented) The method of claim 14 including engaging a hook supported for movement with the sill to a pin mounted to the landing structure to lock the sill to the landing structure.

18. (Previously Presented) The method of claim 14 including

- positioning a seal between the elevator door and a car frame;
- supporting the elevator door on a track for movement relative to the car frame between open and closed positions; and
- compressing the seal between the elevator door and the car frame as the door moves from a first track portion to a second track portion that is non-parallel to the first track portion.

19. (Previously Presented) The method of claim 18 including initially moving the elevator door and the sill in a first direction outwardly away from the car frame once the elevator and landing doors are aligned, continuing to move the sill in the first direction until the sill engages the landing structure, and subsequently moving the elevator door in a second direction parallel to the car frame after the sill is locked to the landing structure.

20. (Previously Presented) The method of claim 14 including unlocking the sill from the landing structure in response to a request to move the elevator door to a different landing door.

21. (Previously Presented) The method of claim 14 wherein the sill comprises a plate presenting a continuous unbroken surface and including moving the sill along a generally linear path extending from the elevator door to the landing door, and completely bridging an operating gap formed between the elevator and landing doors with the plate.

22. (Previously Presented) The method of claim 14, wherein the sill comprises a plate mounted to a car floor and including pivoting the plate away from the elevator door to engage the landing structure.

23. (Previously Presented) The method of claim 14 including vertically adjusting the position of the sill relative to the landing structure to accommodate misalignment between a car floor and the landing structure.

24. (Previously Presented) The method of claim 23, including simultaneously rotating the sill and moving the sill in a linear direction toward the landing structure.

25. Cancelled.